

ABSTRACT

An automotive alternator rectifier including a terminal connection portion configured by connecting a terminal leading out of first unidirectional conducting element bodies disposed on a surface of a first heat sink so as to be spaced apart or a terminal leading out of second unidirectional conducting element bodies disposed on a surface of a second heat sink so as to be spaced apart with a circuit board terminal disposed between a rotor and a circuit board. For this reason, temperature increases in the first unidirectional conducting element bodies and the second unidirectional conducting element bodies can be suppressed and workability when connecting the terminal connection portion is improved.